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THIS IS UNEVALUATED INFORMATION

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1. Fishermen working out of the port of Varna are required to submit their fishing permits to three control stations: at the entrance to the canal, at the marine barracks, and at the port control. A government vessel goes out daily to see that the fishing boats are in their assigned areas. Every fisherman must turn over a large portion of his catch to the State at a price of 80 to 130 leva (per kilogram?), so that fishing has become a very unprofitable business.

2. The harbor of Varna is mined and merchant ships have to wait for a special pilot before entering the port. The pilots are part of a special Militia group.

3. Facilities of the port of Varna include the following:

   a. Four Skoda cranes;

   b. One Korbso crane;

   c. Four Soviet-made cranes mounted on trucks; and

   d. Eight Soviet-made railroad cars which are operated by storage batteries and run on tracks to the docks so that cargoes can be unloaded directly into them.

4. Naval vessels based in Varna include:

   a. Six Soviet minesweepers, which leave port two or three times per day;

   b. The old Bulgarian naval vessels DŬRSKI, SMELI, AND KRABRI;

   c. Twelve 70-ton torpedo boats with two torpedo tubes forward and two anti-aircraft machine guns aft;

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d. Nine small 30-ton minesweepers with antiaircraft guns; and

25X1 e. Two destroyers [redacted] equipped with one large gun of unknown caliber, two antiaircraft guns, three automatic antiaircraft guns, and one depth bomb discharger.

5. The ZHELEZNYAKOV has been seen patrolling the coast off Kaliakra Point (N4321 E2830), but has not been noted in Varna since the summer of 1951. The new GEORGI DIMITROV, described as a cruiser,[1] puts into Varna frequently.

6. An estimated 150 German vessels which were sunk between Sveti Konstantin (N4313 E2800) and Galata (N4310 E2757) have been raised, rebuilt in the Varna docks, and turned over to the USSR.

7. The area around the canal which joins the lake to the port of Varna, is under naval control and no civilians are allowed to enter it. In this area are located the KORBSO (Bulgaro-Suvetsko Druzhestvo za Korabostroene; Bulgaro-Soviet Association of Shipbuilding; formerly Koralovag); the Korabostroitelnitsa docks (formerly Neptune docks); the Bulgaro-Suvetsko Obshtestvo (formerly Chernomore) furnaces; and the SOBOLSTROI (Bulgaro-Suvetsko Stroitelno Predpriyatie; Soviet-Bulgarian Building Association; formerly Argidiwag) firm.

8. The port is closed off by a wall 150 meters distant and beyond this there is an additional obstacle about which no details are given. Passage is strictly controlled. The Militia has its headquarters in the old French College, on Boulevard Georgi Dimitrov (formerly Slivnitsa Boulevard). The same building houses a group of five Soviet experts and 30 Bulgarians who are responsible for the control of port workers. The Dŭrzhavno Sigurnost (State Security), located on Cherveno Armeiski Boulevard, is ultimately responsible to the Soviet Commissioner for the port and region of Varna. Workers in this area are all ardent Communist Party members who have been chosen after careful screening.

25X1 1. [redacted] Comment: Probably a reference to the destroyer GEORGI DIMITROV.

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